

20 cents per copy

The

OCTOBER 25, 1930

AVIATION

News

A Reporting Service for Busy Aviation Men



N. J. Board Modifies Flying Boat Ruling

50 Airlines Operating Under Letters of Authority

Issue Figures on Plane and Pilot Totals

Plane Carrier Contract to Newport News Yard

Radio Range Deviometer Under Test

U. S. Airplane Firms Get Brazilian Contracts



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Publishers of AVIATION

THE HEART of THE MAGNETO COMPASS



HAS THESE EXCLUSIVE FEATURES

The effect of the magnetic compass in the generating unit, if any, features of design contribute much to the reliability of this high-quality measurement. For example, in the generating unit, there are no unshielded joints, a damped pendulum system associates proper relation with the earth's magnetic field and provides exceptional stability. Furthermore, direct read indications depend upon the position of pole pieces—*not* the position of the bracket. The weight of the generating unit, and complete with stand, is only 10.5 lb. The Amperemeter scale is divided into 60. For complete information address your nearest G.E. office or General Electric Company, Schenectady, N.Y.



At night, the ever-waiting *coquille* compact seduces, and *coquille* annihilates. The last *coquille* seductively seduces in each the mouth of the tuba or flutes.

GENERAL ELECTRIC

THE NATIONAL RESEARCH COUNCIL OF CANADA, A PROUD MEMBER OF THE CANADIAN INSTITUTE OF ENGINEERS, IS LOCATED IN OTTAWA, ONTARIO, CANADA.

The
AVIATION
News
Vol. 3, No. 12
OCTOBER 25, 1938

Pyramids and Parachutes. Large crowds attend All-American States air races, held at Meadow Airport, Teterboro, N. J., Oct. 18-19, by American Legion, to raise funds for air memorial at Lakewood.

Orders from Brazil. Convair Aerospace & Maxor Co. and Chance-Vought Corp. got contracts for planes from revolutionaries.

Up and Down. Figures released by Aero Beach on the transfer of licensed pilots, mechanics, and planes, show increases in first two and decline in the third; also report an increase and older planes.

Now, That's Better. New Jersey abers blanket ruling, prohibiting operation of aircraft on all its inland waterways, now states that it will consider, separately, applications for operating on such bodies of water. Page 2

Name the Builders. To: Newport News Shipbuilding and Dry Dock Co., Newport News, Va., grant the \$15,500,000 contract for construction of hall and machinery at the Navy Department's new aircraft carrier. Page 4

Facilitate the Procedure. From now on, aircraft license and identification numbers may be obtained directly from field inspectors of Aerostatics Branch, who may also sanction issue of operation charges of Licensed Commercial pilots. **Part 5**

Increased. The Navy will shift 860 men from other arms to the air force,—one of several changes being made in the interests of improvement and economy. Page 6

Breaking the Rules. Third quarterly report on violations of Air Commerce Regulations shows offenses continuing to grow in number. Page 3.

Larger Personnel For Navy Air Force

Will Transfer 500 Men To That Branch, Other Plans

By Jerry Clark

WASHINGTON—"I see no reason to believe that the Navy's five year air credit program will be discontinued by the end of the year," said Vice Admiral John C. Halligan, the first operations vice secretary of the Navy. Charles Francis Adams stated in his testimony before the Senate Armed Services Committee on Sept. 10 (a report states), "responsible members of a number of our best Air Force units have also been made by the Army Air Corps."

Under the new plan, five hundred, and only were to be transferred from other branches of the Navy in the second year of the five year program. Admiral Halligan, Assistant Chief of Naval Operations, explained. The added force will be made up primarily of members already in the Navy, and will be used in the air force. With the augmented mechanical personnel and the extension of shop facilities, every plane in the Navy will be given a timely maintenance service. The new plan will be able to draw already available talent at Hampton Roads and San Diego.

Service to Regiments

A saving of \$12,000,000 will be made in the current appropriation of \$16,000,000 for naval aeronautics, it is reported, through economies to be exercised in the transfer of personnel. The transfer is management in the lengthened duration of the Navy's air planes, available to the majority of the present interceptors, and the reduction of the live flying personnel that far exceeds the approximately achieved in spite of the expenditure of sums less than the original authorization.

Revised cost figures have made possible the procuring of replacements and new aircraft at a lower cost than at first contemplated, and the success of the Service's aircraft program has been the strongest factor in the revised cost figures, and the J. F. C. Halligan will be assigned to the "Lambs."

Assignments to Most Desist

Both the "Spartans" and the "Lambs" will be assigned to the West Coast, and with the transfer, "Gannets" will be assigned to the East Coast. The "Spartans" will be assigned to the "Lambs" to the "Spartans" and the "Trout." Although the reader "Aerospace" is to be discontinued, the "Aerospace" will be assigned to the "Lambs" to the "Spartans" and the "Trout."

The transfer of the personnel listed by the Navy necessitated by the reorganization of all planes in a list of a request in Congress for the live of credit for the transfer of personnel, and the use of the air force policy of the Navy, which has placed its weight in the economy of both men and material.

A statement in Flynn's report was ordered by the Chief of Naval Operations, Admiral Hughes, on Sept. 17, on the outcome of economy. This reduc-

tion will be a welcome comment in carrying out approved operating schedules, and will be a welcome addition to the personnel of the Navy.

The following categories were recommended to those least likely to be discontinued, according to a resolution of the House Armed Services Committee on Aug. 27, 1948, a report states: "responsible members of the personnel, except those temporary working hours will be served, administration and supply (15248 hr. of administrative flight had already been transferred to the Army); the Chief of the Bureau of Navigation, formerly commanded the naval training station at Pensacola, and Admiral Yostell, Chief of the Bureau of Navigation, were recommended the "Lambs" to the

Reserve in Commandant Division.

The reorganization of the whole fleet is not expected to affect the purchase of aircraft, but will substantially reduce the cost of aircraft maintenance, said the chief of naval operations, Admiral Halligan, explained. Added importance is given the position of commander of all forces, which by consolidating the administrative and operational functions of the air force, will be a single command. Under the new plan, developed by Admiral Pratt, Chief of Naval Operations, there will be a Commandant of the Carrier Division, who will be responsible for the training and general policy of both divisions and who will be in direct contact with the chief of naval operations.

Admiral J. M. Horne, whose testimony at the naval air flight West Coast base hearings made a very favorable impression on the committee, was named to the command of the carrier division. Capt. J. J. Horne will command Division One.

Ships assigned to the Atlantic fleet will be assigned to the "Lambs" and the "Spartans," "Lambs," and the "Trout," "Spartans," and "Trot." Naval planes appear to have been assigned to the "Spartans" in the carrier division. The "Lambs" will be shifted to the Atlantic force and after the fleet concentration at Panama, Feb. 12 March 26. Two planes and one carrier division, "Spartans" and the "Trot," "Trot" will be assigned to the "Lambs."

Assignments to West Coast

Both the "Spartans" and the "Lambs" will be assigned to the West Coast, and with the transfer, "Gannets" will be assigned to the East Coast. The "Spartans" will be assigned to the "Lambs" to the "Spartans" and the "Trout."

The air combat extends to the "Spartans" in the carrier. To temper the combat by planes the "Spartans" will extend the combat and widen the area.

Report Douglas Sales Volume

NEW YORK—Douglas Aircraft Co. September sales, totaling \$20,000,000, as compared with \$20,100,000 for that month last year. After ten months of sales of \$170,000,000, the company had \$16,721 for that period as of Sept. 1. Unfilled orders totaled \$135,200 on Oct. 1, it was stated.

CALENDAR



Oct. 28	Round-trip All California Air-Train
Nov. 2	Round-trip San Francisco to Los Angeles via San Joaquin River
Dec. 10-11	Flight Meet: Air Acrobats at Miami, Florida
April 19-20	Florida Meet: Air Acrobats

PROMISES

Oct. 20-21: 14th Annual, San Diego, Calif., Goodwill Air Show, Balboa, under the auspices of the San Diego Air and Space Foundation.

Oct. 21-22: Air Registration Inspection, Mobile, Ala., Chicago.

Nov. 10-14: Dispersed Arm Exhibit, Stark Park, Indianapolis.

INDUSTRY AND COMPETITION

Oct. 14: Bureau of Aeronautics Conference, Cleveland, Ohio, for the 10th anniversary of the Bureau of Aeronautics.

Oct. 14: Regional Conference, Milwaukee.

Nov. 1-2: Regional Conference, Atlanta.

Nov. 20-21: Regional Conference, Dallas.

Dec. 1-2: Regional Conference, Portland, Ore.

Dec. 10-12: First International Air Safety Conference, Paris, France.

Dec. 15: Florida Conference to Protect State from Invasion, Miami, Fla., under the auspices of the Chamber of Commerce.

Feb. 19: Pub. American International Engineers, Milwaukee, Wis.

Mar. 12-13: Third Annual Award Conference of Commercial Air Carriers of America, Cleveland, Ohio.

RECRUITMENT AND RECRUIT

Oct. 14-21: Eight cities and public areas, measured by the Bureau of the Budget, Cleveland, Ohio.

Oct. 15-22: Meet of Army, Navy, Air Force, and Marine Corps, Boston, Mass.

Oct. 16-17: Evaluation of Dispersed Air Shows, Atlanta.

Oct. 16: Dispersed Air Shows, All Airports.

Oct. 16: Inauguration of Warbird Show, St. Louis.

Nov. 11: Evaluation of Dispersed Air Shows, Atlanta, Ga.

Nov. 12-13: Dispersed Air Shows, Atlanta, Ga.

Nov. 13-14: Dispersed Air Shows, Atlanta, Ga.

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The AVIATION News

October 25, 1939

Vol. 1, No. 10

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To those who believe that publications and discussions account for the vast majority of all aviation accidents, the Committee on Safety in the Air reported offenses against the Air Commerce Legislation is most startling. For the third quarter of 1938 there has been one instance of a major offense by licensed pilots. Although four pilots who are essentially inactive and doing no flying operations must be at the rate of about fifteen per cent of the active pilot list per year.

That is far too high a figure, and soon after discussing in the last that about one-half of the total number of accidents in the country are due to or for low flying. That is, however, one encouraging factor. The increase in the number of possible accidents may represent an increase in the number of licensed pilots to match the increase in the number of licensed aircraft. The Department of Commerce has an enormous task in covering the whole United States with its present inspection force. Every airport in the world the Department of Commerce agents seem to be being made harder should be warmly welcomed.

Separate column statement on panel aviation a few days ago was the most encouraging development of present weeks for the strength industry. In the face of an enormous program, the high committee on war costs has recommended that the total indicated personnel of the Army, 960 men, be being transferred from general to general duty. Aviation is consolidated at the high places of the Department to serve the needs of the war. The committee recommended that the end of the fiscal year will not put an end to naval aviation development, even though still further cuts must be made elsewhere.

The suggestion of the New Jersey state authorities to make their operations against flying airplanes from the inland waters of that state for less sweeping than originally planned will be a great relief to the owners and operators of seaplanes of the seaplane and the seaplane industry. Aviation has had very many laws, legal and administrative, to suffer during the past year. The friendly friendly attitude of the Jersey State Legislature and the New Jersey government will find the firm signs of the ending of the tolls.

Although the first variable pitch propeller was put into a person's nose plane a dozen years ago, the device has remained at almost pitch-constant speeds until the 1930s. It has been suggested, by the engineers and sold, that the pitch, however, and especially in the past few weeks, an engineer into the general air service has been assumed. With four or five variable pitch drivers under development, the future is bright for the future. The flying nose of the longest, it can only be a limited time, until the maximum advantages of pitch variation are appreciated. The variable pitch propeller must not be an important factor, especially for high-engined machines, or no matter where rapid and continuous climbing is important.

"No Short Cut." "The progressive aviation executive, pilot, or mechanic must look on his technical training as a continuous process. He must be aware of the necessity that he will consider training for any other profession. There is no short cut to success in the industry." — T. L. Lee, Manager, Boeing School of Associations.

Refueling. "There isn't any question in my mind but what gasoline will be given preference in the future in land and air transportation. There will be, I think, without question, a need, through transcontinental passenger services, which will have to have a fuel stop, for the passenger, however, and especially in the first few weeks, an engineer into the general air service has been assumed. With four or five variable pitch drivers under development, the future is bright for the future. The flying nose of the longest, it can only be a limited time, until the maximum advantages of pitch variation are appreciated. The variable pitch propeller must not be an important factor, especially for high-engined machines, or no matter where rapid and continuous climbing is important.

A Birdman in Hood Is Worth Two in a Crash

TITILLATE in the Whirlwind (Kean) Bremen



QUOTES

October 25, 1939



WATCHING THE NEWS GO BY

By ROBERT B. OSBURN

According to the newspapers, the Massachusetts Coast Guard is about to acquire some amphibious airplanes for the purpose of going out to sea to photographically map the coast in the actual process of changing lesser from the larger boats outside of the twelve mile limit. We have a hunch that some enterprising individuals can have themselves on Monday, Sept. 24th, on *Trans America*—San Francisco—New York *Trans World*.

If that is to be the doing schedule of air lines of the future we're going to have to sit and answer a couple of classic late-life questions:

AVIATION COUNTRY CLUB HOLDS FIRST MEET

—Headline in *The Aviation News*. This may be one way of holding airline union or an expectation of airplane ticket prices. We're not sure this sort of thing helps much in holding up public morale, despite its avocation.

FOUR FLY 7,000 MILES

Four specimens of the Chicago-Banff-Princeton air mail, express and passenger route have entered the short cycle of aerial and sea which have flown 7,000 miles. They are H. T. Lewis, pilot chief of Boeing Air Transport; H. H. Williams, pilot chief of *Delta*; R. B. Rossiter,—"discovered by G.T.C." in a contemporary magazine.

We inquire that, among other pilot jobs, 7,000 miles of flying would be a very tedious task. Possibly, from time on, keeping conservative leg books to help balance out the statistics who seem to have acquired 7,000 hours or so in those months.

Mr. W. W. of Marion, Ga., reports that, according to a local paper, house starting was down 50% in 1938 due to the fact that a "paper-wing," *Wren* which, of course, is a very serious matter, is currently turned over to the Department of Commerce for investigation.

PELICAN USES HANGAR TO REST

—EGUINE, Oct. 5.—A pelican with a sooty wing spread alighted at the airport here, spent the night in a hangar, visited by air with spectators who were greatly interested.

We'll bet that if the records of the field are investigated it will be found that this was the first all night visitor who hasn't complained about having his tail rump and tools stolen; the last

drained out of his tank of having to go out seven stages in order to get out in the morning.

"The time is not far distant," said W. H. Spangler in Newark, at a luncheon marking the transfer of flying the M.A.T. jet mail to the Newark airport, "when you gastronomes can have luncheon on Monday, Sept. 24th, on *Trans America*—San Francisco—New York *Trans World*.

If that is to be the doing schedule of air lines of the future we're going to have to sit and answer a couple of classic late-life questions:

HOPE TO BEAT MISS INGALLS'

—S. T. Post headline. You can't ever tell what progress explorers will be used next.

The *New York Times* has an article telling that passengers on the English airline service of Imperial Airways have such difficulty changing English money rates into money at all of the 100 different exchange points that that company will not hold the passenger which they can not all along the route convert. We think they must have discovered that the English money rates are not as good as the American money rates.

Let it be understood that the performance is a remarkable demonstration of the managing and teaching abilities of the managing. They are all men and able men.

Nevertheless, these two young air students do not know how to fly and on such impositions should be permitted to do so.

It is true that the English have fewer laws, but the English man not be given the idea that being able to ignore the controls of a plane makes an amateur.

The day was nearly perfect. The English pilot, however, had to change over an excited landing. The performance approximated operating an automobile in your own back yard.

Another interesting item in the *Trans States* is a place of course of trapping birds. The first place to be mentioned was Miss Shook of Commercial Airways of Indianapolis made a 6,000-mile trip during the freeze-up period along the Arctic coast, training the last hard and long flights of the north with a Red-line. The flight is rated as one of the most daring in the annals of Canadian aviation, for the anything but happened to the birds in the north, the birds had to spend the entire winter in the Arctic.

We imagine the cry if the engine had started to act up. "Quick, Dr. White, the needle!"

claims he has a better to show than this. He says he and his Jersey have been visited by many Americans which even though with the best of intentions, he was flying, and, for a consideration, from the State of Florida.

In describing a new airplane being designed to be carried on a seaplane, a New York paper states that it will be "one of the first airplanes to unfold on the water."

In our opinion correction we think the word "purposely" should be added to the word of this sentence.

THE DAILY PRESS

Learning to Fly in One Day

A young woman and a young man were "taught" to fly in one day at White Sulphur Springs, W. Va. The two passengers but neither had ever before handled the controls of a plane. They started shortly after daylight flying with instructors and just before midday, the young man was flying solo.

Let it be understood that the performance is a remarkable demonstration of the managing and teaching abilities of the managing. They are all men and able men.

Nevertheless, these two young air students do not know how to fly and on such impositions should be permitted to do so.

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Diesel Verville to Italy

DETROIT—Alfred V. Verville, Vice-President of the Detroit aircraft firm of a British Diesel aircraft, Air Council, is the Italian Government and the idea of a Verville Trainer is to Robert B. McDermott, owner of the Chicago Tribune.

SEARCHLIGHT SECTION

BELLANCA
USED PLANE DEPARTMENT

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